

(ESTABLISHED " 1881.)

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Intimations.

JAPAN COALS.

THE MITSUI BÜSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET,

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Ohiofu, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoetsu, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milke, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and **SOLE AGENTS** for Fujioka, Hokoku, Honda, Ichimura, Kanada, Mameda, Mannose, Onoura, Otsuji, Sasehara, Tsubakuro, Yoshinotani, Yoshio, Yumokibara and other Coal.

46) **S. MINAMI**, Manager, Hongkong.

D. NOMA, TATTOOER;
60, QUEEN'S ROAD CENTRAL.

Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My operations are absolutely fast and perfectly harmless, and produce a charming effect not attained

her, as their composition is only known to me. H. K. H. The Duke of York, and The Emperor of Russia, both honoured me with their patronage; besides many others. Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Récommen- which I have received from all sources.

Kong, 16th November, 1964

NIKKO CO.	GREEN ISLAND CEMENT COMPANY,
-----------	------------------------------

WHOLESALE AND RETAIL DEALERS,
 in all kinds of

ESE FINE ART CURIOS, TEA
TS, and SATSUMA WARE.
 In Casks of 375 lbs. net **\$4.75** per Cask
 ex Factory.
 At Moderate Prices.

Orders Promptly Executed.
No. 5, ARSENAL STREET,
SHEWAN, TOMES & Co.,

Hongkong.		General Managers,	
ong, 28th April, 1906.	[510]	Hongkong, 30th September, 1905.	[47]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

TORIA HOTEL, MACAO HOTEL,

AMEEN, CANTON,
THE BRITISH CONCESSION.

MACAO, CHINA,
IN THE CENTRE OF THE PRAIA GRANDE.

HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

RY COMFORT AND CONVENIENCE FOR RESIDENTS AND

TOURISTS. WM. FARMER, Proprietor

OTEL CRAIGIEBURN,

For Terms, &c., apply to the
MANAGER.

King, 2nd July, 1900

131

LTON HOUSE KING EDWARD

ROYAL EDWARD HOTEL.

8 and 10, Ice House Road.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS.

OF RESIDENTS AND THE CUISINE	ELECTRICALLY LIGHTED, ELECTRIC FANS (if required).
SPECIALITIES	ELECTRIC PASSENGER ELEVATOR to each

TABLE D'HOTE at separate tables.
For Terms, &c., apply to the—

THE PROPRIETOR.	MANAGER.
Hong Kong, 7th May, 1906. (515)	Hong Kong, 4th December, 1905. (30)

ENTAL HOTEL, OCCIDENTAL
MACAO. HOTEL.

ST CLASS HOTEL situated in the
centre of Praya Grande with splendid
Harbour.

EXCELLENT CUISINE.

ST CLASS HOTEL situated in the
stre of Praya Grande with splendid
e Harbour.

EXCELLENT CUISINE.

MODERATE PRICES.

LARGE AND LOFTY ROOMS,
Elegantly Furnished..

EXCELLENT CUISINE.
AND SPIRITS of the best quality.
DINING TABLE the best in the East-Indies.

**COMFORT FOR RESIDENTS AND
TOURISTS.**

TABLE, the best in the Far East.
COMFORT FOR RESIDENTS AND
TOURISTS.
me, &c., apply to—
THE MANAGER.
16th October, 1905. [29

EVERY ROOM.
EUROPEAN MANAGEMENT.
ELGIN ROAD, KOWLOON.
[Hongkong, 10th May, 1904, [28

Journal of Management Studies, 20(6), 791-806.

100

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"2,363 tons.....Captain H. D. Jones.
 "POWAN,"2,338 "....." W. A. Valentine.
 "FATSHAN,"2,260 "....." R. D. Thomas.
 "HANKOW,"3,073 "....." C. V. Lloyd.
 "KINSHAN,"1,995 "....." J. J. Lossius.
 Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloons and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"1,998 tons.....Captain G. F. Morrison, R.M.R.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Note.—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"219 tons.....Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

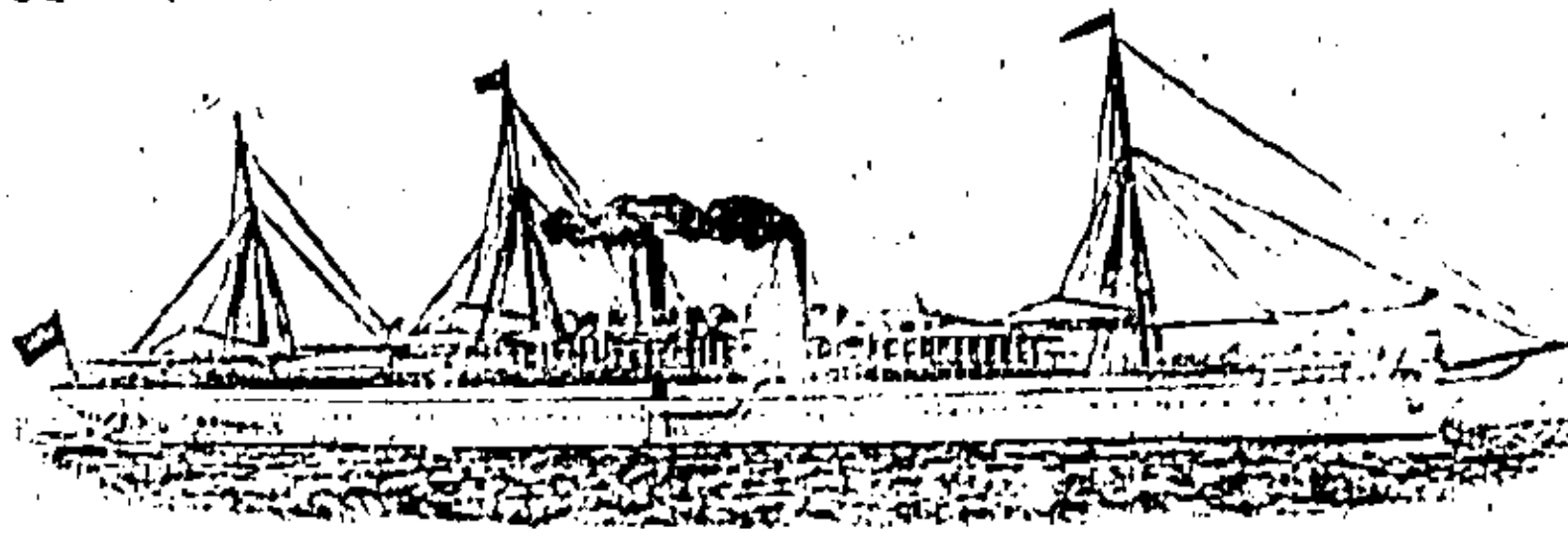
CANTON-WUCHOW LINE.

S.S. "SAINAM,"588 tons.....Captain J. Wilcox.
 "NANNING,"569 "....." C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howli, Shui-Hing, Luk-Po, Luk-To, Lu-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
 FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th August, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific in the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
 11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA"	6,000	THURSDAY, August 30	September 17
"ATHENIAN"	3,882	WEDNESDAY, September 5	September 29
"EMPRESS OF JAPAN"	6,000	THURSDAY, September 27	October 15
"MONTEAGLE"	6,163	WEDNESDAY, October 3	October 27
"EMPRESS OF CHINA"	6,000	THURSDAY, October 25	November 12
"TARTAR"	4,423	WEDNESDAY, October 31	November 24

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
 Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 221 days, from YOKOHAMA, and 291 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.
 Hongkong to London, Intermediate and 2nd Class.....£40. £42.
 R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 HONGKONG, 11th August, 1906. D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
 Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on Week Days at 7.30 A.M., and on Sundays at 8.30 A.M. (Departure from Macao on Week Days at 2.30 P.M., and on Sundays at 6 P.M., tide permitting).

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.
 1st Class—Single, \$1; with Cabin, \$2.
 1st Class—Return, \$2; with Cabin, \$3.
 3rd Class—Single, 40 cents; Return, 60 cents.
 Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.
 Hongkong, 11th August, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

"KWONG CHOW,"1,300 tons.....T. R. MEAD.
 "KWONG TUNG,"1,238 ".....H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey...\$4
 Meals.....\$1 each.

Also
 Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:
 1st Class single \$1 with cabin berth.....\$2.00
 return \$1 " " " ".....3.00
 Servants' passages must be paid for.

Breakfast, Tiffin and Dinner \$1.00 each.
 The Wharf at Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and
 YUEN ON S.S. CO., LD.,
 No. 8, Queen's Road West.

Hongkong, 3rd August, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS	SAILING DATES
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August, 6 P.M.
PRINZ BITEL FRIEDRICH	WEDNESDAY, 29th August
SACHSEN	WEDNESDAY, 12th September
PRINZ HEINRICH	WEDNESDAY, 26th September
GNEISENAU	WEDNESDAY, 10th October
PRINZ LUDWIG	WEDNESDAY, 24th October
PRINZESS ALICE	WEDNESDAY, 7th November
PREUSSEN	WEDNESDAY, 21st November

ON WEDNESDAY, the 15th day of August, 1906, at 6 P.M., the Steamship PRINZ REGENT LUITPOLD, Captain H. Kirchner, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 13th August, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 14th August, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 14th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	97. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of using an Imperial Mail Steamer from Singapore to Colombo. The rest of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS	TONS	SAILING DATES
WILLEHAD	4,763	TUESDAY, 21st August
PRINZ WALDEMAR	3,227	TUESDAY, 18th September
PRINZ SIGISMUND	3,302	TUESDAY, 16th October

ON TUESDAY, the 21st day of August, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£18.00	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30.00	£20.00	£14.00	Return £54.00	£36.00
TO SYDNEY	£33.00	£23.00	£15.00	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.00	Return £62.50	£44.50
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.
 FOR STEAMERS ABOUT

SHANGHAI, NAGASAKI, } SACHSENWEDNESDAY, 15th August.
 KOBE & YOKOHAMA }
 SHANGHAI, NAGASAKI, } PRINZ HEINRICH.....WEDNESDAY, 29th August.
 KOBE & YOKOHAMA }
 YOKOHAMA & KOBE } PRINZ WALDEMAR *.....WEDNESDAY, 29th August.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s Steamers, P. M. S. Co., O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 11th August, 1906.

Entertainments.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 76 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 376 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 500, or 681.

Telegrams, "Dock, Yokohama," Codes A-B-C, 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]



EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C., 59, Bentinck Street, 566, Nanking Road.
 Hongkong, 27th November, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS. THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip\$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905.

[14]

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU	JAVA	Second half August	JAPAN VIA SHANGHAI	Second half August
TJIPANAS	JAVA	First half September	JAPAN VIA SHANGHAI	First half September
TJILATJAP	JAPAN	First half September	JAVA PORTS	Second half September
TJILIWONG				

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 14th August, 1906.

[15]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid and any other Chemicals.
 PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.
 Special Prices for Quantities.
 Sole Agents—
 SIEMSEN & CO.
 Hongkong, 10th January, 1904.

Hongkong, 10th January, 1904.

Hongkong, 10th January, 1904.

Hongkong, 10th January, 1904.

Hongkong, 10th January, 1904.

Hongkong, 10th January, 1904.

Hongkong, 10th January, 1904.

Hongkong, 10th January, 1904.

FOR SALE

WELSCHBACH'S IN-DOOR and OUT-DOOR 4-LIGHT GAS ARC LAMPS.

Do. BOXED LAMPS.

Do. HARP LAMPS.

Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c.

SPECIAL.

Powell's

ALEXANDRA BUILDINGS

Are now showing a Splendid Variety

FASHIONABLE GOODS

at moderate prices.

SUNSHADES

from \$2.75 each.

Smart and Durable.

HOLLAND and DRILL SKIRTS

Well Cut, Newest Shapes, from \$5 each.

MUSLIN BLOUSES

Smart, Dainty. All Prices.

KID BELTS

White, Black, Reseda, Navy, Myrtle, Magenta, Sky, etc.

Latest Shapes, from \$1.50 each.

LINEN BELTS

will wash splendidly—can be laundered like a linen collar.

Adjustable Clasps—

SPECIAL PRICE

\$1 each.

POWELL'S

Alexandra Buildings.

Hongkong, 11th August, 1906

Intimations.

K. A. J. OHOTIRMALL & O.,
8, D'AGUIAR STREET.
NEWLY OPENED SILK STORE.

Indian, Chinese and Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.

SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.

SANDALWOOD BOXES (INLAIN).

HANDKERCHIEF BOXES, GLOVE BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA SERONGS.

MANDARIN COATS, COTTON SHIRTS.

SILK LACE SCARVES AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 18th day of August next, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1906.

By Order of the Court of Directors,
H. HUNTER,
Acting Chief Manager.

Hongkong, 30th July, 1906.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the Corporation will be CLOSED from SATURDAY, the fourth to the eighteenth day of August next (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
H. HUNTER,
Acting Chief Manager.

Hongkong, 30th July, 1906.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Cantonment Road, on MONDAY, 20th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts in the 30th June, 1906.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 20th July, 1906.

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE.

IN accordance with Article XVI Section 7 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ending 30th June, 1906, of SEVENTY-FIVE CENTS per Share, payable to all Shareholders whose names were on the register on that date.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after FRIDAY, the 3rd August.

SHEWAN, TOMES & Co.,
General Managers

Hongkong, 31st July, 1906.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTOR
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HANE

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CRE M

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

REASONABLE PRICES.

Hongkong, 7th March, 1905.

Entertainment.

HONGKONG VOLUNTEER CORPS.

A GRAND PROMENADE

CONCERT

will be held on behalf of the Missions to Seamen

on the

VOLUNTEER PARADE GROUND,

on

SATURDAY, August 18th, at 9.15 P.M.

Tickets: (\$2 and \$1)

may be obtained from Volunteer Headquarters

and from Messrs. Kelly & Walsh.

Hongkong, 11th August, 1906

To Let.

TO LET.—FURNISHED.

FROM 1ST OCTOBER TO 30TH APRIL NEXT.

"THE NEUK," MOUNT KELLET, PRAK, a 6-Room Bungalow, Tennis Court and Garden.

Apply by letter only to—

HO TUNG,

"Idlewild,"

Seymour Road.

Hongkong, 31st July, 1906.

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy

Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st August, 1906.

TO LET.

A HOUSE in KNOTSFORD TERRACE,

KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 31st July, 1906.

TO LET.

GODOWN, No. 9, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 30th July, 1906.

TO LET.

SHAMEEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 5th July, 1906.

TO LET.

"HAYTOR," THE PEAK.

Immediate Possession.

OFFICES in KING'S BUILDING and

YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Cap-

duit Road.

A HOUSE in RIFON TERRACE.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1906.

TO LET.

NO. 1, ANTRIM VILLAS, Des Vœux Road,

KOWLOON,

(on the sea front).

A Five-roomed House with a Large Square Hall.

Apply to—

HUGHES & HOUGH,

8, Des Vœux Road Central.

Hongkong, 28th July, 1906.

TO LET.

HOUSES in MORRISON HILL GAP ROAD.

4 Rooms with necessary Bathrooms and

Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL"

BUILDINGS, No. 147, Wanchai Road. Each

suite contains Bathroom and Kitchen. Very

Low Rent.

GODOWN, No. 9, "WILD DELL" BUILD-

INGS.

Apply to—

PERCY SMITH & SETH,

Accountants and Auditors, &c.,

5, Queen's Road Central.

Hongkong, 24th July, 1906.

TO LET.

TWO GODOWNS at East Point, close to

the Water, suitable for the storage of

any Cargo.

Floor Area 6,100 square feet each.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 20th January, 1906.

TO LET.

NO. 2, OLD BAILEY.

Apply to—

ARRATON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 8th August, 1906.

TO LET.

KWONG SANG & Co.,

No. 70, WELLINGTON STREET.

Apply to—

THE SECRETARY,

Hongkong Hotel Co., Ltd.

Hongkong, 9th July, 1906.

TO LET.

GENERAL DRAPERS, MANUFACTURERS

and DEALERS in Ladies' and Children's

Underwear, Silk, Pongee, Grass-cloth,

Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentle-

men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

THE "NANFANGPAO."

Our bilingual contemporary, the *Nanfong-pao*, *South China Daily Journal*, stopped publication yesterday morning, reports the *N. C. D. News* of 8th inst. The suspension was due to important differences of opinion between the principal shareholders (their Excellencies Tsai Chun, former Taoist of Shanghai and ex-Minister to Japan, and Wang Chih-chun, ex-Governor of Kwangsi province) on the one part, and certain members of the editorial staff and accountants' department of that paper, on the other. It seems that when handing over the *Nanfong-pao* to its editorial and managerial staffs on its inauguration day, a year ago, the principal shareholders gave their employees carte blanche instructions, with the proviso that in their work of trying to put the *Nanfong-pao* on a solid and lasting foundation, they were to be satisfied with a credit in a certain Bank of T'k. 20,000. As soon as this should be expended the principal shareholders would be justified in changing the staff altogether. There was also an undertaking on the part of the principal shareholders that no matter to what pass the fortunes of the *Nanfong-pao* arrived, that paper should not be sold to foreigners or handed over to foreign management. Since its inauguration the *Nanfong-pao*, it is claimed, ought to have had an income from its advertisements and subscriptions quite sufficient for its upkeep and a margin besides to pay a small dividend to the shareholders and a bonus to the staff as well at the end of the year—which is more than could be reasonably expected from a Chinese newspaper not quite a year old. For some reason or other, at the end of the 5th moon festival this year, or some nine months after its inauguration, the principal shareholders appeared to have a strong suspicion that matters were not what they ought to be at the *Nanfong-pao* office, and so sent an auditor to look over the accounts. The man being unsuccessful in his quest, the principal shareholders decided to sell the paper to a certain foreigner. The staff, hearing of this, called the attention of the shareholders to the understanding given by them that the paper would not be sold to foreigners. That project therefore fell through. Then came the question of finance. The shareholders wanted to know whether the T'k. 20,000 had been absorbed or not. The account books showed that up to the 5th moon festival "there was still something left of this \$20,000." Hence the members of the staff were still at liberty to run the *Nanfong-pao* as they thought fit. But all these bickerings naturally created much ill-feeling between employers and employees, many of the latter of whom are kinsmen and protégés of the former. Matters apparently, therefore, came to a climax on Monday; the shareholders refused to grant any more credit; there was no available cash—so the accountants' department declared—to run the paper further, and there was accordingly nothing more to do among those concerned than to stop publication. There is every likelihood that matters will readjust themselves soon, the stoppage of publication being, we believe, only temporary.

GRÆCO-ROUMANIAN SITUATION.

The writers of comic opera are oft-times very sorely put to it to find a new theme for their little efforts; but there is one ready waiting for the man who can "musical-comedy" the Græco-Romanian "situation." For some time past what are called diplomatic relations, have been broken off between the two countries—in other words, they are not on speaking terms, and are anxious to be at one another's throats. The trouble, however, is that they are divided by many miles of neutral country on the landward side, and as to an attack by sea, they neither of them have any ships to speak of, and even if they had, the Porte would not allow them to go through the Dardanelles. So that all that they can do is to sit and snarl and tell one another what they would do if they could and how anxious they are for one another's blood. There is a great chance for a revised version of that well-known song which about 30 years or so ago, was so popular with the London street boy, and which also gave birth to the expression "Jingo." "We do want to fight and by jingo if we do!" Hard words however break no bones, and if it amuses these two persons to shake their fists at one another across the mountains and call one another bad names, it hurts no one else. It is eminently a situation however in which the flying-machine is badly wanted. Perhaps a few hundred years hence when armoured cruisers and 20,000 ton battleships flutter about in the middle air in as lively and active a manner as swallows on a summer's evening, Roumania and Greece may be able to conveniently settle their little differences.—*Ex.*

Intimations.



NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than

TEN CENTS (10 CTS.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1906.

Intimations.

A SILLY SAYING.

"It is a common but silly opinion prevailing among a certain class of people that the worse a remedy tastes, smells or hurts, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish, this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago; the work of civilizing and redeeming it however has since been triumphantly accomplished; and as a leading ingredient in the remedy called

WAMPOLE'S PREPARATION

the oil retains all its wonderful curative properties with no bad smell or taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry, creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. C. C. Shannon, of Canada, says: "I shall continue its use with, I am sure, great advantage to my patients and satisfaction to myself."—Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that Messrs. CRUZ BASTO AND COMPANY, of No. 15, Queen's Road Central, Victoria, in the Colony of Hongkong, Merchants and Commission Agents, have, on the 9th day of March, 1906, applied for the Registration in Hongkong in the Register of Trade Marks, of the following Trade Mark:—



The Trade Mark has been used by the Applicants since the month of November, 1905, in respect of Flour in Class 42.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the Undersigned.

Dated the 14th day of July, 1906.

WILKINSON & GRIST,

Solicitors for the Applicants.

A. CHAZALON & CO.

JUST UNPACKED.

ANCHOVY IN OIL (Boneless).

STUFFED OLIVES.

SARDINES (Boneless).

DO. AU CITRON.

FISH PASTE FOR SANDWICH.

PUREE DE FOIE GR

Intimations.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

RAINIER BEER

SPARKLING
INVIGORATING
HEALTH-GIVING.

During the Hot
Damp Weather when
Heavy Drinks are out
of the questions, one's
thoughts naturally
turn to "RAINIER."

Per Case of 4 doz. quarts...\$16.50

Per Doz. quarts... 4.20

Per Case of 6 doz. pints... 16.50

Per Doz. pints... 2.75

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS.
Hongkong, 11th August, 1906.

BIRTHS.

At Shanghai, on the 10th August, the wife of
L. L. LOPES, of a son.
On August 10, at Peking, the wife of KARL
F. MELCHERS, of a daughter.
DEATH.
On August 9, at Nagasaki, Japan, JEAN BAIN
NEESON, aged 2 years and 11 months.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH," should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MSs, nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$40 per annum.
WEEKLY—\$15 per annum.
The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.50 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 14, 1906.

ALLEGED JOURNALISM IN HONGKONG.

Probably the most despicable act in the code of honest and straightforward journalism is the unwarranted and unacknowledged appropriation of news which belongs by special prescription to another organ, and when that grossly unfair "cibbing" occurs on the part of a newspaper claiming to circulate within the area covered by its better informed leader and more vigorous contemporary it is not merely disgraceful—it is contemptible. But surely the climax has arrived when our junior contemporary, the *S. C. Morning Post*, with that amazing effrontery which has marked certain of its issues, boldly appropriates a full half column of special intelligence (including the translation of a Chinese document) which was published in the *Hongkong Telegraph* alone; and not merely refuses to give unto Caesar the things that are Caesar's but actually crowns over its success as a news-purveyor. Yet that is what occurred to-day. No doubt few of our readers would think it worth while to refer to our contemporary after perusing the *Hongkong Telegraph* of the previous even-

ing, but for once we may just indicate the sort of pabulum which is being served out to those who patronise the *Post* as being fresh, clever and a testimony to the ubiquity of the *Post's* correspondents. Yesterday we reported how His Excellency the Governor had requested the Consul-General at Canton to approach Viceroy Shum with reference to the proposed appointment of a Belgian engineer to superintend the construction of the Canton-Hankow Railway, and to point out that this would be a violation of the terms under which the British Government sanctioned the loan to enable the Chinese to redeem the line from foreign concessionaires. We received the terms of that despatch on Saturday, but for reasons which we cannot state at present, withheld its publication for the time being. On Monday morning several Chinese vernacular papers printed a despatch from the Viceroy to the British Consul-General at Canton, declaring that the Company, being a commercial enterprise, had the right to manage its own affairs without outside interference. Not a single native paper to our knowledge published the terms of Sir Matthew Nathan's despatch to the Consul-General, yet the *Post* was able this morning to print that "request"; and, not only so, but the text of its alleged communication was identical in language to that which appeared in the *Hongkong Telegraph* last night. But as if that were not sufficient for the voracity of our shark-like contemporary, it went on to give a translation, which we had secured after much trouble, of the Viceroy's despatch. It disdained apparently to take the trouble of finding out whether our translation was correct or not. It lifted the translation bodily out of our columns. Such compliments to our energy and accuracy we do not desire. It might have been possible—though we doubt it, but let us be generous—it might have been just possible for the *Post* to have obtained, by some means or other, a translation of the *Chung Kwook* *Wai* article, but does anybody pretend for one single moment that the translation would have corresponded word for word with that which appeared in the *Hongkong Telegraph*? Such an idea is absurd. We expressly employed in the translation certain phrases which more properly expressed the precise meaning of the Viceroy than if we had used the haphazard terms of the ordinary translation. Our phrases appeared in the *Post* of course. As a matter of fact, no two translations of Chinese into grammatical English are ever identical. No two translations of a French novel or of a German philosophical treatise could possibly be identical. Moreover, in this case the translators were certainly not one and the same person. Will the *Post* seek to drag in "the long arm of coincidence" and say that they knew not what they did? Even that would be stretching the credulity of readers a little too far. We have said that this plagiarism and *South China* piracy have occurred before. A reputable paper must hide its head in shame and disgrace when the matter is mentioned. But we have previously allowed those "mistakes" to pass unnoticed, confident that a discerning public would recognise the ludicrous claims of the *Post* to be the best-informed, best-served, and best-conducted paper outside London—or was it the Shanghai Bund? In this case, however, we went to considerable pains, trouble and expense to secure the information we published for the benefit of our readers. The audacity of the *Post* rivals that of its prototypes on the West River. All we are claiming is our vested right, our legal right, to news specially gathered by the *Hongkong Telegraph's* staff of representatives. Our contemporary is quite at liberty to regale its readers day after day with interminable columns of unreadable judicial *dicta*. Nature abhors a vacuum, and if the *Post* prefers to fill its columns with such-like "matter" we have no objection whatever. But we do object when our contemporary seeks to poach on the columns of the *Hongkong Telegraph*. Our contemporary the *Post* is "probably too young to understand the difference 'twixt *mum* and *tum*—for, as a contemporary said the other day, "the *Post* is still in its swaddling clothes"—but we trust it will soon learn. Meanwhile, we would suggest that it should endeavour to provide its readers with news which has not been culled from its local contemporaries. But what the *Post* would do without the *Hongkong Telegraph* we shudder to contemplate.

POLICEMAN Downie, on behalf of a Portuguese lady named Mrs. Silva, summoned ricksha coolie No. 140, before Mr. H. H. J. Gompertz, at the Magistracy, this morning, for demanding more than his legal fare, on the 10th instant, and using abusive and insulting language towards the lady. Evidence was heard to the effect that defendant's ricksha was engaged only for five minutes on the day in question and when tendered five cents refused to accept it. He demanded more, and on not receiving it, got insulting. His Worship fined the coolie \$7 and warned him to "go slow in the future" or else he would lose his licence.

LOCAL AND GENERAL.

THE German mail of the 11th July was delivered in London on the 13th inst.

Mr. Turnbull, who is well known in Manila as the representative of the Shanghai Dock and Engineering Co., arrived on the *Rubi* on the 7th inst., and will spend a few days visiting old friends but not neglecting business.

RETURN of visitors to the City Hall Library and Museum for the week ending the 12th August, 1906:—Library, Non-Chinese, 236; Chinese, 141; Total, 378. Museum, Non-Chinese, 137; Chinese, 2,603; Total, 2,740.

MR. F. A. Hazeland, at the Magistracy this morning, fined three owners of trucks \$5 each for neglecting to carry the regulation lights last evening. The regulation requires that two bright lights should be affixed to both sides of the truck.

MR. Cheung writes to say that at the Police Court recently a photo, rafter, who was arrested at Lyceum for taking photographs within prohibited areas, stated that he was connected with Mee Cheung's establishment. Mee Cheung denies the statement.

THE master of Iong Fie stables, East Point, was summoned before Mr. F. A. Hazeland, this morning, by P. C. Watt, for failing to have the number of his carriage painted at the back of the vehicle, on the 7th instant. The defendant admitted the offence, and a fine of \$5 was imposed.

THE Quartermaster's Department at Manila has sent to several consulates at Chinese and Japanese ports the specifications for three vessels needed for the Philippines. One is to be a sea-going tug with modern towing and fire appliances, one a steel stern-wheel steamer competent to carry rapid fire guns, and the other an 80-foot hull for a steam launch, the machinery and boilers for which is on hand in the Quartermaster's Department.

A SAMBAN owner was this morning arraigned before Mr. H. H. J. Gompertz, at the Police Court, charged with making fast to the steam launch *Expediente* while the latter vessel was under way in the harbour, yesterday. A European who prosecuted said that the defendant's samban when hooked on to the launch nearly capsized. It was of frequent occurrence and many lives have been lost in this way. His Worship fined defendant five dollars.

Tsoi Hin Lan, an unemployed individual, entered No. 31, Queen's Road West and No. 12, Fat Hing Street last night by means of the water-spout and from each house stole a quantity of clothing. Tsoi got off safely in his first raid, but was arrested leaving the second house. When he was taken to the station the inmates of the house in Queen's Road West were at the station reporting their loss and when Tsoi's bundle was examined they recognised part of the contents as theirs. The coolie was placed before Mr. H. H. J. Gompertz, at the Magistracy, this morning, to answer the charges. He pleaded guilty and was sentenced to three weeks' hard labour and six hours' stocks.

A CHINESE woman named Kwok Tsun, twenty-six years of age, committed suicide early yesterday morning by strangling herself with a handkerchief. The amah who discovered the woman a few hours later gave the police information and the body was removed to the morgue. That the woman was determined in taking her life is evident from the way in which the deed was done. The woman tied the handkerchief round her neck and then fixed the ends to the bed-post. After this had been completed the woman sat down on the bed and by this way strangled herself. The deceased woman, who is the No. 3 wife of the manager and accountant of the Yu Shun Tai firm, of 66, Bonham Street, was alleged to have committed suicide because she was lonely. Her husband who is stationed at Soochow removed his Nos. 1 and 2 wives to that port, leaving deceased here. This preyed on her mind to such an extent that friends heard her recently say that she was miserable; her husband did not want her, and that she was tired of life.

SHANGHAI AND HONGKONG WHARF CO., LD.

HANDSOME DIVIDEND.

Messrs. E. S. Kadourie & Co. inform us that they are in receipt of telegraphic advices from Shanghai to the effect that the Shanghai and Hongkong Wharf and Godown Co., Ltd., has declared an interim dividend of Tls. 8 per share. [This is Tls. 2 better than the interim dividend for 1905. Last year the company paid Tls. 6 interim and Tls. 8 final dividend.—Ed., H.K.T.]

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

POSTER NUISANCE IN KOWLOON.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir, I shall feel obliged if you will permit me to draw attention, through your valuable paper, to a practice that seems to have gained considerable ground of late.

Why, I should like to know, are bill-posters allowed to indiscriminately placard any building, wall, or embankment—Government or otherwise—and no notice taken of by the police. That beautiful memorial opposite the Kowloon Ferry wharf is the latest to be enshrined with copious advertisements. But as this structure is designated a "public convenience," no doubt the merchant, whose name figures so conspicuously, misunderstands its proper use.

—Yours faithfully,

Kowloon, 13th August.

HONGKONG CANTON & MACAO STEAMBOAT CO., LD.

THE "SAINAM" OUTRAGE.

The eightieth ordinary half-yearly meeting of the shareholders in the Hongkong, Canton and Macao Steamboat Company, Limited, was held in the offices of the Company, Hotel Mansions, to-day. Mr. E. Goetz, chairman of the company, presided, and among those present were Messrs. N. A. Siebs, A. Haupt, F. A. Gomes, C. Lenmann, E. Fuhrmann and A. Babington (directors); Captain W. E. Clarke, acting secretary; Messrs. A. H. M. da Silva, J. Arnold, Captain G. F. Morrison, Messrs. W. Hutton Jants, J. E. Ellis, E. J. Mosses, A. Denison, S. H. Michael, T. F. Hough, G. de Champeaux, J. J. Leila and others.

The Acting Secretary read the notice calling the meeting.

The Chairman said:—Gentlemen,—With your permission I will follow the usual custom and consider the accounts for the half year as read. Before proceeding with the report and accounts now before us, I feel it to be my duty to give expression to the deep regret of the Board at the recent piratical outrage enacted on board the steamer *Sainam*, causing the untimely death of the Rev. Dr. Macdonald and the wounding of Captain Joslin, Engineer Seggie, the four Indian watchmen and several of the crew. Our heartfelt sympathy is thus publicly expressed to the widow and fatherless children of the late Dr. Macdonald, also to those officers and members of the crew who have suffered in the execution of their duty. This Company together with the other joint owners Messrs. Jardine Matheson & Co., agents, Indo-China Steam Navigation Co., and Messrs. Butterfield & Swire, agents, China Navigation Co., have made strong representation to H.B.M. Consul-General at Canton claiming redress for this outrage against the British flag; that he will cause to be brought to speedy justice the perpetrators of this criminal and murderous attack on our ship, passengers and crew, and that adequate steps be at once taken by the Chinese authorities with a view to protect us once and for all against a repetition of such molestation and loss. We are carrying on trade in accordance with rights conferred upon us by Treaty with a friendly Power. Our arrangements are made for times of peace, but in view of the bad old reputation of the delta, we, at great expense, take extra precautions calculated to cope with any ordinary trouble that may arise, but we cannot be expected to provide against such a sudden and cunningly devised act of war against our vessel and crew while under the shelter of the British flag. Rest assured, gentlemen, that as joint owners and managers with the assistance of our Canton agents, Messrs. Deacon & Co., everything has been done, and will be done, to bring this matter through to a final and successful issue as far as lies in our power. I will now refer to the items of the report and accounts as presented. You will notice the repair account for this half-year has been extraordinary, due to new wood decks being laid on two of our steamers and other extra repairs which will not occur again in many years. This was necessitated by the steel decks corroding in places becoming a constant heavy expense for repairs and, as this deck is the third-class passengers' deck, your directors under expert advice concluded that wooden decks would be more comfortable and convenient for our deck passengers. In my speech to you at last meeting due mention was made of the contemplation of these works being carried out. The total of these large items is \$27,000, and as you will see, your directors have decided that a share of same, namely, \$15,000, shall become chargeable to the current six months' working. The charges for this half-year's docking will, under ordinary circumstances, be very light. During the early part of the summer it was decided by your board to employ the steamer *Heungshan* more fully in the Hongkong-Macao trade by running a Sunday excursion, and thereby competing with greater advantage against the serious opposition on the line. With this end in view it was necessary to install an electric light plant, which is now in first-class condition, the electric plant into better order and electric fans fitted in the passenger state-rooms of our Canton and Macao steamers. This great convenience is very much appreciated by the travelling public in the summer season. Keen competition on all the lines operated by the company, and a reverse condition of trade by exceptionally low rates and constantly increasing losses by exchange on subsidiary coinage of which a very large portion of our revenue is derived, and trade generally, during the period under review, has been very dull. I will mention one article of export from Canton of which we only carried 5,082 tons against 12,855 tons of corresponding period last year. The working of the West River service continues to be very unprofitable, especially the Hongkong-Komgmoon line and as a consequence your directors recently decided, together with the other joint owners, to withdraw the steamer *Tak Hing*, thus abandoning this line. Judicious economies have been effected without impairing the efficiency of the service, and we hope by this means to counterbalance to some extent the increasing expenses that burden the company. Turning to the balance sheet, I don't think there is any item that calls for special comment; I will merely remark that, as usual, our investments in stocks stand at a figure well within their market value and that for every loan on mortgage there is a satisfactory margin. Before proposing the adoption of the report and accounts as presented, I shall be pleased to answer any question bearing upon same which shareholders may wish to ask.

Mr. A. H. M. da Silva seconded.

Mr. Hough proposed, and Captain Morrison seconded, the re-election of Messrs. A. O'D. Gourdian and W. H. Potts as auditors for ensuing half-year. Carried.

The Chairman: That concludes the business of the meeting, gentlemen. Dividend warrants will be ready to-morrow at 10 a.m. Thank you for your attendance.

PROGRESS IN CANTON.

PROPOSED SCHOOL FOR ENGINEERING.

[From Our Own Correspondent.]

Canton, 13th August.
It is reported that the Yueh Han Railway Company intend to establish an engineering school. Some fifty young men will be selected by the company and will proceed to Japan to study engineering for a period of two years. When these students have completed their technical education they will be appointed assistants for this proposed school.

BOYCOTT MARTYRS.
The teachers and scholars of the different schools and colleges in Canton held a meeting at the Commercial Exhibition Hall on the 2nd inst., for the purpose of discussing the question of petitioning the authorities for the release of Messrs. Ma, Pun, and Ha, members of the boycott association. There was a very large assembly and a petition, drawn up praying Viceroy Shum to release these gentlemen, was handed round for signature.

THE "SAINAM" PIRACY.
Five pirates, who have been found guilty of taking part in the *Sainam* piracy, were, it is reported, duly punished a few days ago. Another report to hand states that, on the 12th inst., four more pirates were captured by a military officer, who at once sent them to the Nam Hoi magistrate. They were tried before the magistrate and a weiyuan of the Law Department. It transpired that one of the pirates, alleged to be Li Ah Kin, betrayed these four persons. At the trial, two admitted that they were concerned in the piracy of the *Sainam* while the others pleaded not guilty.

SUBTLE REVENGE.
WELL-TO-DO CHINESE.

At the Magistracy, yesterday, three Chinamen, who are alleged to be well-to-do, were charged on remand before Mr. H. H. J. Gompertz, with committing an offence contrary to the Opium Ordinance. They were defended by Mr. C. E. Dixon, of Mr. John Hastings' office. After evidence was heard, his Worship discharged the first two men and sentenced the third to three months' hard labour and six hours' stocks.

The story told by the third defendant just before sentence was passed, tallies with the story told by the police. Some months ago a certain Chinaman, through the medium of a Chinese dinner, became acquainted with a Chinese lady, residing at No. 405, Queen's Road West. He became infatuated with the girl and visited her very often. His conduct became known to his wife, who went to the girl's house and raised a storm. During the man's acquaintance with the girl, he had really spent a few hundred dollars in presents to her. On his next visit to the girl—directly after his wife had interviewed her—he got the cold shoulder. This annoyed the merchant who planned revenge. He called on the following day, told the girl that he was hard-up and asked her for the loan of her jewels to pawn. He was badly in need of money and would redeem the jewels for her at a later date. The girl handed over her trinkets, but she never saw them nor the merchant for months. One day she went to his house and asked for her property. The merchant would not return them and there was a quarrel. The woman left and the merchant planned to get the girl into trouble. It was then that the three defendants joined in the matter. The merchant engaged the defendant to plant opium in the girl's cubicle and so have her imprisoned. The third defendant was alleged to have been the one to leave the opium in the girl's house and made the report. The thing looked suspicious to the police when they searched the house and found the drug hidden under a mattress so that they arrested the three defendants. The leader of the plot, who was the cause of the whole affair, succeeded in absconding to Macao before he could be arrested.

THE WATER POLO SHIELD COMPETITION.

YESTERDAY'S MATCHES.

The "B" team, V.R.C., won by 3 goals to 1 against the Royal Hongkong Yacht Club Band, R.W.K., won by 9 goals to nil against the "G" Co., R.W.K. "A" team, V.R.C., won by 8 goals to nil against the Royal Engineers. The "B" team, V.R.C., are playing their tie with the "G" Co., R.W.K., this afternoon.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Robertson Farewell Cup was held at Happy Valley on the 11th to 13th August, 1906. The following returns were made:—

ROBERTSON FAREWELL CUP.
Mr. C. Biron 84—6=78
Mr. C. E. H. Beavis 78+4=82
Mr. H. Pinckney 91+12=103
Mr. J. Clark 81=80
Mr. W. J. Saunders 89=88
Mr. A. M. Forrest 97+15=112
Mr. F. W. Ware 95+12=107
Mr. C. W. May 89=88
Staff Payr. H. G. Wilson, R.N. 95+11=106
Mr. E. J. Grist 89+4=93

(33 entries)
Major S. H. Pedley 78—3=75
Lt. R. M. Cross 92+15=107
Mr. C. Biron 84=80
Mr. C. M. Harrison 87=86
Mr. C. E. H. Beavis 78+4=82
Mr. J. Clark 80=79
Mr. A. M. Forrest 97+15=112
Mr. W. J. Saunders 89=88
Surg. E. Sawdy, R.N. 95+11=106
Mr. F. W. Ware 95+12=107
Mr. C. W. May 89=88

(30 entries)
The next competition for the Captain's Cup and May Cup will be held at Happy Valley from the 1st to 3rd September, 1906.

HONGKONG GYMKHANA CLUB.

PROGRAMME OF EVENTS.

The following is the programme of races to be carried out at the fifth meeting of the Hongkong Gymkhana Club, to be held on 8th September:—

1.—4 P.M.—ONE MILE AND A QUARTER FLAT RACE. HANDICAP.—For all China Ponies. Non-winning Jockeys allowed 5 lb. Entrance fee \$5. 1st Prize: A Cup presented. 2nd Prize: \$25. (Entrance fees to go to winner.)

2.—4.30 P.M.—DISTANCE HANDICAP.—OPEN TO ALL COMERS.—For all Horses, Ponies and Donkeys. Description (whether water, country bred, China pony, or donkey, &c.), name and weight of animal, and standing weight of rider to be given. Entrance fee \$5. Two Prizes.—One to go to winner and the other to the first heavy-weight (over 12 stone) past the post. First Prize: Presented by G. K. Hall-Bruton, Esq. Heavy-weight prize: Presented by the Club.

3.—5 P.M.—GYMKHANA CLUB CHALLENGE CUP.—Distance One Mile.—For all China Ponies. Catch Weights at 10st 6 lb. Winners of an open race or open Griffin race 5 lb. extra. Non-winning Subscription Griffin allowed 5 lb. Non-winning Jockeys allowed 5 lb. To be won by the pony scoring most marks for the races for the Cup, counting 4 points for a first; 3 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lb. extra for each win in subsequent starts for the Cup, but in the event of a pony carrying the penalty not winning, 2 lb. to be deducted next time he starts. Penalties accumulative up to 15 lb. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$25 to second pony out of the Club funds.

4.—5.30 P.M.—LADIES' NOMINATION.—(Particulars to be published later.)

5.—6 P.M.—THREE QUARTERS OF A MILE FLAT RACE. HANDICAP.—For all China Ponies. Non-winning Jockeys allowed 5 lb. Entrance fee \$5. 1st Prize: A Cup presented by Sir Paul Chater, Kt., C.M.G., and Prize: \$25. (Entrance fees to go to winner.)

6.—6.30 P.M.—HURDLE RACE.—For China Ponies. Distance about One Mile and a Quarter. Catch Weights 10st. 8 lb. Winners of Hurdle Races at previous Gymkhana this season to carry 5 lb. extra. Entrance fee \$5. 1st Prize: A Cup presented. 2nd Prize: \$25. (Entrance fees to go to winner.) Entries close to the Hon. Secretary, Hongkong Gymkhana Club, on Saturday, the 1st September, at the Hongkong Club, at 7 p.m. Entrance fees must accompany entry, otherwise entry will not be accepted.

Entries for events Nos. 1, 3, 5, and 6 must state name, colour, and height of Pony, also racing colours.

Post Entries will be accepted for event No. 4.

Forms of Entry may be had on application to the Hon. Secretary or at the Hongkong Club.

C. G. MACKIE,
Hon. Secretary.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 14th at 11.45 a.m.—Barometric changes are slight.

The highest pressure, 30.00 and upwards, is over N.E. Japan and the lowest, 29.80, over N.E. China. Pressure remains high, about 0.15 inch, above the normal, over the northern shores of the China Sea. It is near the average point over the Philippines.

There is a slight gradient for N.E. winds over the N. part of the China Sea.

FORECAST.
1.—Hongkong and neighbourhood, S.E. winds, light; fine.
2.—Formosa Channel, S. winds, light.
3.—South coast of China between Hongkong and Lamook, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

Mrs. Ledoux, whose trial for the murder of her husband has been bitterly fought in the courts of New York City, has been sentenced to the death penalty.

SHIPPING AND MAILS.

MAILS DUE.
American (China) 15th inst.
German (Prins Regent Luitpold) 15th inst.
Indian (Zulfrang) 16th inst.
American (Montgolfier) 18th inst.
French (Polynesie) 20th inst.
German (Prins Waldemar) 27th inst.
Australian (Changsha) 1st prox.

The C. P. R. Co's s.s. *Montague* arrived at Vancouver at 8 p.m., on 11th inst.

The E. & A. s.s. *Australian* left Sydney on 9th inst., and is due here on 31st inst.

The P. & O. S. N. Co's s.s. *Scotia* left Singapore for this port on 13th inst., at noon.

The s.s. *Yochow* left Shanghai on 12th inst., p.m., and may be expected here on 16th inst. a.m.

The s.s. *Tientsin* is expected to leave Shanghai on 15th inst., p.m., and is due here on 19th inst. a.m.

The s.s. *Kiukiang* is expected to leave Shanghai on 19th inst., p.m., and is due here on 24th inst. a.m.

The P. M. S. S. Co's s.s. *Mongolia* sailed from Shanghai this morning, and will be due to arrive at this port on 15th inst., at daylight.

The P. M. S. S. Co's s.s. *China* will be due to arrive at this port on 15th inst., at 11 a.m., from San Francisco via Honolulu, Japan ports and Manila.

TELEGRAMS.

[Reuters.]

Illness of the Sultan of Turkey.

LONDON, 12th August.

The Sultan of Turkey is ill. The German surgeon Bergmann has been summoned to Constantinople. It is believed that an operation is necessary.

Later.

Cricket.

In the County cricket championship, Surrey won 16, lost 2, and 5 were drawn.

Yorkshire won 14, lost 2, and 7 were drawn.

Kent won 11, lost 2, and 4 were drawn.

Russia.

A Court-Martial on the mutineers at Sveaborg has commenced to sit at Helsinki; and two lieutenants and five soldiers have already been executed.

The Moderate Liberals have issued a manifesto announcing the formation of a pacific regeneration group consisting of the members of the Duma who have hitherto dissociated themselves from the people's freedom party. The object of the group is to establish a constitutional monarchy based on equal rights to all nationalities, and to accomplish the reforms proclaimed by the Tsar on the 30th October. It also favours a partial compulsory expropriation of the land.

THE MACAO LOTTERY.

ACTION BY THE PHILIPPINE COMMISSION.

The next man who shall bring lottery tickets into the Philippines will find himself face to face with an act of the Commission especially prepared to prevent the importation of such things. Yesterday morning, reports the Manila *Gazette* of 10th inst., the Commission enacted a law prohibiting the importation, sale, giving away, use and possession of lottery tickets and lottery advertising matter. The law makes it a criminal offence to do such a thing and fixes the penalty at a fine of P2,000 or imprisonment for one year or both at the discretion of the Court.

Lottery tickets imported into the islands are made subject to confiscation and whatever goods they shall come concealed in shall also be liable to seizure and forfeiture. The introduction of the tickets by mail is also made a penal offence. Any such articles whose importation is prohibited by article 16 of the Universal Postal Convention of June 15, 1897, to which the United States is a party and upon being so seized all such articles shall be delivered to the collector of customs at the nearest port, and shall be thereupon declared by him to be confiscated, and shall be totally destroyed as dangerous to the public morals.

Not only is the sale, giving away and use of lottery tickets prohibited under this Act, but even the possession of any such article shall be deemed presumptive evidence of an intent to sell, give away or use the same in the Philippine Islands, and said possession, unless satisfactorily explained, shall be deemed sufficient evidence to warrant conviction.

The thousands of Americans, Spaniards, Filipinos and Chinese who indulge in the luxury of Macao tickets will now have to seek the services of the agents of the lottery in Hongkong and Macao who are ever ready to handle matters expeditiously from the other side of the water for small consideration. Large sums of money have been made every year by these shrewd agents, who by means of the mails receive the price of the ticket and send a receipt for the same bearing the number or numbers of the tickets purchased.

This lottery in Macao is conducted by the Santa Casa de Misericordia, a Portuguese orphan asylum, and it is from the profits derived from the lottery that the institution is supported. The institution is purely a charitable one and is under the direction of His Excellency Sr. D. Pedro Nolasco de Silva (Mr. Nolasco da Silva in only the "Provedor" of the institution.—Ed., H.K.T.)

The recent seizure of 2,000 lottery tickets issued by this institution is a probably been the means of putting a large amount of money into the coffers of the institution [This is not so; the farmers who have the exclusive right of retaining the tickets benefit by any such seizure.—Ed., H.K.T.] and should the police secure the remaining 8,000 a large number of which have already been sold, mostly to Chinese, the prospects for the orphan asylum for the coming year will be better than ever. Every ticket that falls into the hands of the authorities represents a chance to win one of the many prizes offered and it is quite within the bounds of possibility that among these tickets just seized and to be seized is what is known as the "premio gordo" or the first prize, which means many thousands of dollars to the winner and its destruction will mean an equivalent saving to the institution.

AMOY EMIGRATION.

A DISINFECTING STATION WANTED.

The American Consul at Amoy has asked the Federal Government to give him a disinfecting station similar to the one at Hongkong so that the traffic from Amoy will not be held up by the 7-day quarantine placed on passengers and baggage going from Amoy to the Philippine Islands. The result of the existing conditions, says the consul, is that much of the travel that would go to the Philippine Islands through Amoy, now is diverted to Hongkong. The establishment of such a station would mean that competent medical inspection could be certified to, at Amoy, of passengers and baggage, and certified to so that the delay would be avoided during the times when the plague is prevalent at that port.

THE RAUB AUSTRALIAN GOLD MINING CO., LD.

GENERAL MANAGER'S REPORT FOR 1905.

The General Manager's annual report for the year ending 28th February, 1906, to the chairman, directors and shareholders of the Raub Australian Gold Mining Co., Ltd., is as follows:—Gentlemen,—I herewith beg to hand you my report on the operations carried on your mines for the year ending February 28th, 1906.

Our policy for the whole year has been directed in pushing forward in the most energetic manner the further development of the property on the surface and underground, also to utilise more of our cheap electrical power in the place of steam, and to keep our working costs down within the limits of our returns.

As a result of the year's exploratory work, our most important experience has been in the 410 ft. level in Koman, where (at about 20 ft. from the shaft), after driving 85 ft. to the north and 54 ft. to the south on a mixed body some times carrying small quantities of gold, it was decided to abandon it and to push the main crosscut further east. This resulted in striking the lode at 71 ft. from the shaft, which at the point of intersection assayed 61 dw. for 60 in. wide. The inclination of the lode between this level and the 310 ft. has probably changed, or there is a slight dislocation. This strike, however, is important, in that it leaves no doubt as to the existence of the lode in depth. This, with the developments at Stope mine, has placed us in the position that we are now able to develop a reserve in advance of our milling requirements—a most satisfactory position in itself, though the values give no encouragement to expect any better returns than we have had.

MINING.—HUKIT KOMAN.

Most of our mining operations have been carried out in this mine, which as usual, has been our mainstay in providing milling stone.

MAIN SHAFT.

This has been deepened by 61 ft., making a total of 19 ft. below the No. 5 level, or 461 ft. from the surface.

For the automatic filling of skips, two ore shoots have been placed at the 440 ft. level.

440 FT. LEVEL.

After striking the lode in the crosscut (before referred to), driving to the north and south was started, and has been taken to 110 ft. and 124 ft. respectively. The lode shows an abundance of quartz, and for the total distance averages 50 in. wide, assaying 33 dw. Stopping has been started in the back of this level, from which, including the ore from driving, 1,350 tons have been raised.

340 FT. LEVEL.

Northwards we have advanced the main drive 151 ft., bringing the total to 513 ft. from the shaft. This has taken us in about 50 ft. beyond the limits of the ore shoot. Of the 151 ft. driven, the first 85 ft. carried a lode 58 in. wide, worth 5 dw. The remaining 66 ft. showed mixed matter only for 51 in. wide, varying in value up to 7 dw.

To the south, 52 ft. have been driven, making a total of 391 ft. from the shaft. The lode for the distance driven was made up chiefly of small bands of quartz in the slate, and practically worthless. At this distance, a branch traversing the drive diagonally was followed for 9 ft., when it died out.

Below this level, two winzes have been completed in depth to the next level, one 50 ft. south of the shaft, and one 250 ft. north. In the former, the lode disappeared about half way down, thus giving rise to the supposition that there is a slight dislocation in the lode between these two levels. The north winze carried lode all the way down, and at the bottom a crosscut showed a further width of 72 in., assaying 21 dw.

Above this level, we have had two stopes, varying in size from 90 to 160 in., and from 3 to 5 dw. in grade.

240 FT. LEVEL.

This level has been extended south from 533 ft. to 728 ft. upon a lode that has been productive for the whole of the distance driven, averaging in width 48 in., and producing by assay an average yield of 4 dw. per ton. This driving has been done on the hanging wall portion of the lode, and was connected with the main drive by a crosscut from the footwall portion, which is worthless; driving to the north on this branch has been taken 38 ft., and communicated with former workings.

The north end has been idle during the year. Below this level, the No. 2 winze has been sunk 42 ft., making a total of 94 ft., and has hauled to the 340 level, from which a stope is now being worked.

Above this level, we have had three stopes in operation. Earlier in the year we had a fourth on a parallel branch in the south drive, which gave us a good many tons of high grade ore, but this, unfortunately, has become exhausted. The lode, from which we have broken 16,076 tons of milling ore, averaged 78 in. in width, giving an assay value of 5 dw. per ton.

140 FT. LEVEL.

From the Koman south shaft, the main crosscut east has been extended from 230 ft. to 480 ft.; its object was to intersect the East Lode, but only small veins of quartz of no value were met at irregular intervals, and after traversing 250 ft. this was stopped.

In the back of this level, there has been one stope in work for the greater part of the year, and, while this lasted, we could always rely on fair grade stone.

Our continued efforts to find other unworked bunches have been without success.

The lode, from which we have won 2,790 tons, has averaged 74 in. wide, and worth by assay 7 dw.

All work on this level is now idle, except the tramming of surface waste for filling.

STOPE FILLING

With waste has been called for as much attention in the lower levels as in the shallower ones, and, though we pass as much surface waste as possible into the mine, still have to crosscut from the various stopes to meet the demands. But these serve a double purpose, for in some few instances we have met bunches of quartz—that do not extend more than a few feet either way—that have been worth taking out. The great expense incurred in this work accounts for no less a sum than \$16,852.97 of our working costs, equivalent to 50.3 cents per ton of ore raised from this mine alone.

(Continued on page 6.)

CRICKET AT AMOY.

[From a Correspondent.]

Amoy, 10th August, 1906.

The return match between the Amoy Customs Club and the Kulangsu Lawn Tennis and Cricket Club was played on the 8th and 9th inst. The Customs Club again won the toss, and elected to bat. Deeks and Fletcher opened the innings, and a very bad start was made as Fletcher, calling for a short run, was run out. Mr. Simpson followed, but his stay at the wicket was not long either. Messrs. Duncan and Komaroff were the next victims, and irregular run seemed to have set in. With the advent of Kilby things began to look rosier for the Customs men, and a long and productive partnership ensued. Mr. Deeks had been batting very steadily all along and as soon as he found he could get someone to stay in with him, he started knocking the bowling all over the field. Stumps were drawn at 6.45 p.m., and by this time the light was very bad indeed. The score then was 157 for 5 wickets of which Deeks scored 105 not out, and Kilby 19 not out. Deeks' innings was a treat to watch and he received a tremendous ovation, as also did Kilby. The following afternoon the Customs team declared their innings closed and the Kulangsu Cricket Club men were not in to show off their run-getting abilities. As usual in Amoy, a late start was made. The game, which was called for 4.30 p.m. sharp, did not begin till 5.15 p.m. The Customs team were in the field for over a quarter of an hour waiting for their opponents to open the game, but the dilly-dallying was painful and it was quite evident that the Kulangsu men intended playing against the Clock for a draw, instead of taking the sportsmanlike risk of making runs. Messrs. Barton and Power opened for the Club and made a good start. Both batsmen played cautiously punishing any loose balls. The fielding of the Customs men was very poor, and the number of chances thrown away in course of the innings was painful to the supporters of this team. It was evident that there was an epidemic of sorts, but it certainly was not "catching." The Kulangsu men knocked up 88 runs for 3 wickets when the game was declared drawn, slightly in favour of the Customs XI. Mr. Barton played a very nice game for the Cricket Club and was loudly cheered on his return to the pavilion. Another match between the same teams is improbable, but there is no question that Amoy will be able to put up a decent game against some of the British cruisers, when they pass through Amoy on their return from Japan and Weihaiwei.

FORECLOSURE OF MORTGAGE.

WHO PAYS THE FINE?

In Original Jurisdiction this morning, his Honour Sir Francis Pigott, Chief Justice, presiding, the Hongkong Land Investment and Agency Company, Ltd., proceeded against Ng Chi Mi, Ng Mo, Ng Kwong, Pun Pui Sheung, Ng Cheung, Li Tse Shek, Pun Chi Po, U I Sam and Chan Cheung Chi, all of Canton, in the Empire of China, except Chan Cheung Chi, a resident of Victoria, Hongkong. The plaintiffs being mortgagees of certain properties registered in the Land Office as section No. of Marine Lot No. 71, and section B. of the Praya Reclamation to the said lot, which properties were mortgaged to the plaintiffs by the defendants, Ng Chi Mi, Ng Mo, and Ng Kwong, on the 9th February, 1906, and of which properties the said defendants assigned the equity of redemption to the defendants Pun Pui Sheung, Ng Cheung, Li Tse Shek, Pun Chi Po, and U I Sam, on the 30th December, 1902. The plaintiffs therefore claimed an account of principal, interest and costs under the mortgage; payment of what is found to be due to the plaintiffs on the said account, or in default of payment the enforcement of the mortgage by foreclosure and delivery of possession or by sale, and other relief as the Court saw fit to grant. Mr. H. G. Calthrop, instructed by Mr. D. V. Stevenson, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiff company, and Mr. W. J. Slade, instructed by Mr. F. Paget Hett, of Messrs. Brutton and Hett, represented certain of the defendants. Mr. Slade said he appeared for the second mortgage and the assignees of the equity of redemption, altogether the last five defendants.

Mr. Calthrop: I object to my learned friend appearing in this matter. He has filed no statement of defence, as required before he can appear at the trial.

Mr. Slade: I do not oppose the objection but I must say at once that he was simply there to save the question of costs. He admitted everything, and the plaintiffs were entitled to their judgment, but not to the costs claimed.

His Honour: I think Mr. Slade may have leave to appear; he consents to judgment, so the costs can be considered afterwards.

Mr. Calthrop: But he ought to have filed a disclaimer, and he has not done so and therefore he has no right to appear now.

His Honour: But Mr. Slade has consented to judgment; he is not opposing you.

Mr. Calthrop: They promised to make an assignment, and we have waited since January to save further costs.

Mr. Slade: May I make a suggestion? I do not appear for the first and second defendants, but for the other five and on their behalf I consent to judgment, but I object to the costs.

His Honour: It is only a question of costs I think the matter is simple.

Mr. Calthrop: But they did not take the right course.

His Honour: I see no objection to the course proposed by Mr. Slade. I could give you judgment and leave the question of the costs for the Registrar. I must in any case give judgment with costs against somebody. I think I can give leave for the defendant to appear through Mr. Slade. You had better prove your mortgage, and take judgment, and then I will hear you on the question of the costs.

Mr. Shelton Hooper said he was Secretary of the plaintiff company. He identified the deed

of mortgage produced, which was for a loan of \$120,000 made by the company to the plaintiffs mentioned. When they entered into possession of the properties they had to pay out certain moneys for overseers' salary, legal expenses and other charges, which made the sum due on the 9th inst., \$141,079.42. Interest was paid up till January, 1905, when it ceased.

His Honour: Then does that conclude your case, Mr. Calthrop?

Mr. Calthrop: Yes, my Lord, that is the case.

His Honour: Then you can take judgment and I will hear you regarding the costs.

Mr. Slade: Will your Lordship make the judgment for foreclosure? There are some well recognized subsequent proceedings to be taken.

His Honour: Yes, the judgment will be for foreclosure.

Mr. Calthrop then asked that the usual time for making the order absolute be made for one month from date instead of the usual six weeks.

His Honour: Has Mr. Slade any objection?

Mr. Slade: I think not, my Lord; it is immaterial to us.

His Honour: Then let that be the order.

Mr. Slade then argued at great length on the subject of the costs, and said that his clients had at all times been ready to all they could in the matter to save expense, but the first two defendants could not be got to sign the assignment, but his clients were at all times ready to do so, and therefore the costs should not be given against them. Learned counsel then quoted authorities showing that defendants in a foreclosure suit were entitled to their costs up to the time of foreclosure, if he had made a bona fide offer to assign the property and disclaim all right and title thereto. In this case they had made a distinct offer, and therefore they were entitled to their costs, as they had also immediately consented to judgment.

Mr. Calthrop then argued that they had not carried out their promise; and even so it was useless for only five of the defendants to sign the assignment—they must have the other two, and the other two promised to sign, but for months they did nothing and then his clients decided to go on with the action.

His Honour said it appeared to him that the question was whether they had done all they could to redeem their promise.

Mr. Calthrop said it was obvious they had not, for the assignment had never been signed as it might have been if their intentions were bona fide.

His Honour: But can't the costs be got out of the estate?

Mr. Calthrop submitted not, as they were not likely to be able to sell the properties for their proper value, and submitted that he was entitled to the costs in the usual way.

His Honour: But there is this point to consider. If a defendant, willing all through to assist you, comes into Court, and after doing all he can to help you, and consents to judgment, surely he is entitled to his costs.

Mr. Calthrop: But they did nothing; they made promises and did not keep them. If they really intended to save expense and to give us an assignment they should have shown their bona fides by assigning their share, irrespective of the others.

His Honour said he would take time to consider the question of the costs, and the Court adjourned.

HONGKONG MANUFACTURED RIFLES.

GUN SHOP MASTER PROSECUTED.

The case in which Ip Sing, the master of a gun shop, of No. 326, Queen's Road Central, was charged with submitting a false return to the Captain Superintendent of Police, relative to the quantity and quality of the guns in his possession, was continued before Mr. F. A. Hazeland, at the Magistracy, this afternoon.

Detective-sergeant Grant prosecuted on behalf of the Police, and Mr. C. F. Dixon, in the office of Mr. John Hastings, defended.

Sergeant Grant said that the defendant was a licensed arms dealer in Hongkong, of the Yik Cheong shop. On 3rd August defendant furnished the Chief of Police with a return of all arms in his possession. That return gave the number of rifles and carbines in defendant's shop as ninety-five. On 9th instant, by virtue of a warrant, witness visited the defendant's shop, examined the stock of goods and seized thirty-seven rifles, twenty-eight muskets, and fifty-six bogus rifles.

The bogus rifles were then examined in Court. They were of all kinds and sizes. On a closer examination it was discovered that the bogus rifles were of recent make. The barrel was made of pieces of water piping and there was no place for putting in the cartridge. They were bulky-looking things. A gentleman in Court said the trigger worked all right, but another replied that he wouldn't like to fire out of one of them.

Continuing, witness said that since accused started business guns were supplied him by Messrs. Arnold, Karberg and Company. During this quarter defendant received 130 rifles from Arnold, Karberg and Co., and five from the Po On shop, making a grand total of 203 rifles in his shop. The good rifles were sold and substituted by dummies.

Cross-examined.—There was no harm in exchanging rifles with those in a gun shop. It would be impossible to fire out of any of the bogus rifles. Witness did not think the bogus rifles were once upon a time a good rifle, but had been tinkered up by Chinese and damaged.

A salesman, employed in Messrs. Arnold, Karberg, said that his firm held a licence to deal in arms. Witness did not know defendant, but knew his shop, the Yik Cheong. From 1st May to 31st July the firm sold defendant firm 130 Mauser rifles. Witness did not see the rifles delivered, but was certain that the rifles produced (bogus ones) did not come from his firm. On an average the Yik Cheong paid from \$3.75 to \$4 apiece for a Mauser

rifle. Witness was not in a position to say if it were possible to fire out of any of the bogus rifles.

At this stage, Mr. Dixon applied for an adjournment, saying that his client did not know the nature of the charge before this. He wanted a postponement to call witnesses to prove that it was a bona fide business, there being no fraud contemplated.

His Worship remanded the case until Thursday next, at 11.30 a.m.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

11.45 a.m.
Buyers:—Unions \$800, Hongkong Fire \$320, China Fire \$27, H.K. & C. and M. Steamboats \$27, Indo-China \$21, China and Manila \$21, Shell Transporta 27/6, Cottons \$14, China Borneo \$10, China Provident \$9.10, Dairy Farms \$17, Tramways \$23.5, Ice \$23.6, China Lights \$10.

Sellers:—Canton Insurances \$335, Rauba \$7, Hongkong Docks \$153, Hongkong Lands \$10, West Points \$50, Hotels \$125, Cements \$22, Electric \$15, Ropes \$29.

Nominal:—Hongkong Banks \$850, National Banks \$47, Douglas \$47, China Sugars \$50, Kowloon Wharfs \$50, Shanghai Docks \$15, 98, Hongkong Wharfs \$15, 23, Humphreys \$11, Watsons \$13, Howells \$12.

TO-DAY'S EXCHANGE.

Selling.
Bank T.T. 11/15
Do. demand 11/16
Do. 4 months sight 11/16
Do. 6 months sight 11/16
Do. 12 months sight 11/16
Do. 18 months sight 11/16
Do. 24 months sight 11/16
Do. 30 months sight 11/16
Do. 36 months sight 11/16
Do. 42 months sight 11/16
Do. 48 months sight 11/16
Do. 54 months sight 11/16
Do. 60 months sight 11/16
Do. 66 months sight 11/16
Do. 72 months sight 11/16
Do. 78 months sight 11/16
Do. 84 months sight 11/16
Do. 90 months sight 11/16
Do. 96 months sight 11/16
Do. 102 months sight 11/16
Do. 108 months sight 11/16
Do. 114 months sight 11/16
Do. 120 months sight 11/16
Do. 126 months sight 11/16
Do. 132 months sight 11/16
Do. 138 months sight 11/16
Do. 144 months sight 11/16
Do. 150 months sight 11/16
Do. 156 months sight 11/16
Do. 162 months sight 11/16
Do. 168 months sight 11/16
Do. 174 months sight 11/16
Do. 180 months sight 11/16
Do. 186 months sight 11/16
Do. 192 months sight 11/16
Do. 198 months sight 11/16
Do. 204 months sight 11/16
Do. 210 months sight 11/16
Do. 216 months sight 11/16
Do. 222 months sight 11/16
Do. 228 months sight 11/16
Do. 234 months sight 11/16
Do. 240 months sight 11/16
Do. 246 months sight 11/16
Do. 252 months sight 11/16
Do. 258 months sight 11/16
Do. 264 months sight 11/16
Do. 270 months sight 11/16
Do. 276 months sight 11/16
Do. 282 months sight 11/16
Do. 288 months sight 11/16
Do. 294 months sight 11/16
Do. 300 months sight 11/16
Do. 306 months sight 11/16
Do. 312 months sight 11/16
Do. 318 months sight 11/16
Do. 324 months sight 11/16
Do. 330 months sight 11/16
Do. 336 months sight 11/16
Do. 342 months sight 11/16
Do. 348 months sight 11/16
Do. 354 months sight 11/16
Do. 360 months sight 11/16
Do. 366 months sight 11/16
Do. 372 months sight 11/16
Do. 378 months sight 11/16
Do. 384 months sight 11/16
Do. 390 months sight 11/16
Do. 396 months sight 11/16
Do. 402 months sight 11/16
Do. 408 months sight 11/16
Do. 414 months sight 11/16
Do. 420 months sight 11/16
Do. 426 months sight 11/16
Do. 432 months sight 11/16
Do. 438 months sight 11/16
Do. 444 months sight 11/16
Do. 450 months sight 11/16
Do. 456 months sight 11/16
Do. 462 months sight 11/16
Do. 468 months sight 11/16
Do. 474 months sight 11/16
Do. 480 months sight 11/16
Do. 486 months sight 11/16
Do. 492 months sight 11/16
Do. 498 months sight 11/16
Do. 504 months sight 11/16
Do. 510 months sight 11/16
Do. 516 months sight 11/16
Do. 522 months sight 11/16
Do. 528 months sight 11/16
Do. 534 months sight 11/16
Do. 540 months sight 11/16
Do. 546 months sight 11/16
Do. 552 months sight 11/16
Do. 558 months sight 11/16
Do. 564 months sight 11/16
Do. 570 months sight 11/16
Do. 576 months sight 11/16
Do. 582 months sight 11/16
Do. 588 months sight 11/16
Do. 594 months sight 11/16
Do. 600 months sight 11/16
Do. 606 months sight 11/16
Do. 612 months sight 11/16
Do. 618 months sight 11/16
Do. 624 months sight 11/16
Do. 630 months sight 11/16
Do. 636 months sight 11/16
Do. 642 months sight 11/16
Do. 648 months sight 11/16
Do. 654 months sight 11/16
Do. 660 months sight 11/16
Do. 666 months sight 11/16
Do. 672 months sight 11/16
Do. 678 months sight 11/16
Do. 684 months sight 11/16
Do. 690 months sight 11/16
Do. 696 months sight 11/16
Do. 702 months sight 11/16
Do. 708 months sight 11/16
Do. 714 months sight 11/16
Do. 720 months sight 11/16
Do. 726 months sight 11/16
Do. 732 months sight 11/16
Do. 738 months sight 11/16
Do. 744 months sight 11/16
Do. 750 months sight 11/16
Do. 756 months sight 11/16
Do. 762 months sight 11/16
Do. 768 months sight 11/16
Do. 774 months sight 11/16
Do. 780 months sight 11/16
Do. 786 months sight 11/16
Do. 792 months sight 11/16
Do. 798 months sight 11/16
Do. 804 months sight 11/16
Do. 810 months sight 11/16
Do. 816 months sight 11/16
Do. 822 months sight 11/16
Do. 828 months sight 11/16
Do. 834 months sight 11/16
Do. 840 months sight 11/16
Do. 846 months sight 11/16
Do. 852 months sight 11/16
Do. 858 months sight 11/16
Do. 864 months sight 11/16
Do. 870 months sight 11/16
Do. 876 months sight 11/16
Do. 882 months sight 11/16
Do. 888 months sight 11/16
Do. 894 months sight 11/16
Do. 900 months sight 11/16
Do. 906 months sight 11/16
Do. 912 months sight 11/16
Do. 918 months sight 11/16
Do. 924 months sight 11/16
Do. 930 months sight 11/16
Do. 936 months sight 11/16
Do. 942 months sight 11/16
Do. 948 months sight 11/16
Do. 954 months sight 11/16
Do. 960 months sight 11/16
Do. 966 months sight 11/16
Do. 972 months sight 11/16
Do. 978 months sight 11/16
Do. 984 months sight 11/16
Do. 990 months sight 11/16
Do. 996 months sight 11/16
Do. 1002 months sight 11/16
Do. 1008 months sight 11/16
Do. 1014 months sight 11/16
Do. 1020 months sight 11/16
Do. 1026 months sight 11/16
Do. 1032 months sight 11/16
Do. 1038 months sight 11/16
Do. 1044 months sight 11/16
Do. 1050 months sight 11/16
Do. 1056 months sight 11/16
Do. 1062 months sight 11/16
Do. 1068 months sight 11/16
Do. 1074 months sight 11/

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

FAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"ANTENOR"	16th August.	
GLASGOW and LIVERPOOL	"CYCLOPS"	23rd "	
GLASGOW and LIVERPOOL	"BELLEROPHON"	30th "	
GLASGOW and LIVERPOOL	"KINTUCK"	6th September.	
GLASGOW and LIVERPOOL	"TEENACHA"	13th "	
GLASGOW and LIVERPOOL	"MOYUNE"	20th "	
GLASGOW and LIVERPOOL	"AGAMEMNON"	27th "	
GLASGOW and LIVERPOOL	"CALCHAS"	3rd "	
GLASGOW and LIVERPOOL	"MENELAUS"	10th "	
GLASGOW and LIVERPOOL	"NINGCHOW"	17th "	

HOMEWARD.

FROM	STEAMERS	TO	DATE
LIVERPOOL DIRECT	"TYDEUS"	20th August.	
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th "	
MARSEILLES, HAVRE & LIVERPOOL	"ALCINOUS"	30th "	
LONDON, AMSTERDAM & ANTWERP	"DIOMEDE"	11th September.	
GENOA, MARSEILLES & LIVERPOOL	"PELEUS"	20th "	
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	25th "	
HAVRE, ROTTERDAM & LIVERPOOL	"CYCLOPS"	30th "	

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"BELLEROPHON"	1st September.	
	"NINGCHOW"	29th September.	

WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"STENTOR"	8th September.	

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th August, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

FOR	STEAMERS	TO SAIL
NINGPO, SHANGHAI & VLADIVOSTOK	"PAOTING"	17th August.
CHINKIANG	"KWANGSE"	18th "
SHANGHAI	"YOHOW"	21st "
CEBU and ILOILO	"SUNGKIANG"	22nd "
SHANGHAI	"TIENTSIN"	24th "

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th August, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 18th August, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 25th August, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 11th August, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"JOHN HARDIE"	20th August.
"SOUTH AMERICA"	10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 9th August, 1906.

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, DAQUAIR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1904.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS.	DESTINATIONS.	TO SAIL
* SLAVONIA	SHANGHAI, YOKOHAMA AND KOBE	17th August.
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	25th August.
SUEVIA	SHANGHAI, YOKOHAMA AND KOBE	31st September.
SEGOVIA	SHANGHAI, YOKOHAMA AND KOBE	13th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBE	28th September.

HOMEWARD.

Faking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE
LEVANT: BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

STEAMERS.	DESTINATIONS.	TO SAIL
SPEZIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	18th August.
* SILESIA	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	4th September.
HELVETIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	10th September.
* SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG, Via SINGAPORE, PENANG and COLOMBO	18th September.
Cap. v. Döhren	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	2nd October.
SENEGAMBIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	11th October.
Cap. Schoenfeldt	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.
The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washermen.

The "RHEMANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HANSHURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

STEAMERS.	DESTINATIONS.	TO SAIL
ITHAKA	SHANGHAI AND NAGASAKI	THURSDAY, 16th inst., Freight and Passengers.
DAPHNE	NAGASAKI AND VLADIVOSTOK	Beginning of September, Freight and Passengers.
LYDIA	SHANGHAI AND CHINKIANG	Freight and Passengers.
KOWLOON	SHANGHAI AND CHINKIANG	Freight and Passengers.

* Taking Cargo at through rates to Tsingtao and Chemulpo.
For Freight and Passage, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

For steamers of the Coast Service marked * to
SIEMSEN & CO.

Hongkong, 13th August, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	KWONGSANG	THURSDAY, 16th August, 4 P.M.
MANILA	YUENSANG	FRIDAY, 17th August, 4 P.M.
TIENTSIN	CHIPSHING	SATURDAY, 18th August, 4 P.M.
S'PORE, SAMARANG & SOURABAYA	CHUNSANG	TUESDAY, 21st August, 3 P.M.

* Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 14th August, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,108	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.
"NUMANTIA"	4,370	Feldmann	October 9th.
"ARABIA"	4,483	Metzenhain	

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Points. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Agent.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"EASTERN,"
Captain Powell, will be despatched as above,
on SATURDAY, the 1st September, at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Pro-
visions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 2nd August, 1906.

THE AMERICAN & ORIENTAL LINE.
FOR BOSTON AND NEW YORK.
(With liberty to call at the Malabar Coast).

THE Steamship
"FOXLEY,"
Captain Butchart, will be despatched for the
above Ports, on or about the 4th September.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 8th August, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.
Regular Steamship Service between Hongkong
and South American Ports.

PROPOSED sailings from HONGKONG
to CALLAO, IQUIQUE, VALPARAISO,
via JAPAN PORTS (KOBE and YOKO-
HAMA).

"KASADO MARU," 6,000 tons,
sails on FRIDAY, the 17th instant, at Noon,
instead of as previously advertised.

"GLENFARG," 4,000 tons,
sails on or about August 25th, at Noon.
(Date of sailing subject to alteration.)

Taking Freight also to other Western Coast
Ports of South America transshipping to the
Connecting Line.

The above steamers have splendid accom-
modation and are fitted throughout with Elec-
tric Light. A duly qualified Surgeon is carried
on each boat.
For further information as to Freight and
Passage, apply to

K. MATSUDA,
Manager,
Yok Building.

Hongkong, 11th August, 1906.

ORIENTAL PACIFIC LINE.
FOR KOBE, YOKOHAMA AND SAN
FRANCISCO.

THE Steamship
"TONAWANDA"

will be despatched for the above Ports, on or
about the 20th instant.

For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 7th August, 1906.

Shipping—Steamers.

"GLEN" LINE OF STEAMERS.
FOR LONDON AND HAMBURG.

THE Steamship
"GLENFURRY,"
Captain R. Webster, will be despatched as
above, on or about the 14th instant.

For Freight, etc., apply to
MCGREGOR BROS. & GOW.
Hongkong, 1st August, 1906.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship
"GREGORY APCAR,"
Captain S. H. Belsom, will be despatched for
the above Ports, on FRIDAY, the 17th instant,
at 3 P.M.

For Freight or Passage, apply to
DAVID SASSON & Co., LIMITED,
Agents.

Hongkong, 11th August, 1906.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship
"POLYNESIEN,"
Captain Broc, will be despatched as above, on
about MONDAY, the 20th instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 13th August, 1906.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"BANCA,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From Marseilles, ex S.S. "Himalaya."
From Calcutta.

From Persian Gulf, ex B.I.S.N. and B. &
P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 17th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 11th August, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"MALTA,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. "Macedonia."
From Italy.

* From Australia, ex S.S. "Syria."
Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 15th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.

No claim will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 9th August, 1906.

"BEN" LINE OF STEAMERS.

S.S. "BENLEI,"

FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and Kow-
loon Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods unde-
livered after the 15th instant will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 22nd
instant, or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 14th instant, at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 8th August, 1906.

Consignees.

FROM HAMBURG, BREMEN, PENANG
AND SINGAPORE.

THE H. A. L. Steamship
"SCANDIA,"
Captain von Döhren, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned, and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding the discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 14th August, will be
subject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 14th August, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 9th August, 1906.

THE RAUB AUSTRALIAN GOLD
MINING CO., LD.

GENERAL MANAGER'S REPORT FOR 1905.

[Continued from page 5.]

"STOPE" MINE.

The crosscut west from the shaft at the 60 ft.
level was extended to 172 ft., but without
success, and has been suspended.

To the east, after encountering much water
—which seems to have come from the surface
working—the lode was struck at 51 ft. from the
shaft, and this revealed a width of 72 in., giving
by assay 6½ dw. per ton. Subsequent drives

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLES,
LONDON, HAVRE, BORDEAUX, MEDITER-
RANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS,"

Captain Bourdon, will be despatched for MAR-
SEILLES on TUESDAY, the 21st August,
at 1 P.M.

This Steamer connects at Colombo with the
Australian line s.s. *Ville de la Ciotat* bound for
Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *CALDONIEN* 4th September.

S.S. *POLYNESIE* 18th September.

S.S. *SALAZIE* 2nd October.

G. DE CHAMPEAUX,
Agent.

Hongkong, 8th August, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, GOMFENTRAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI,"

Captain J. D. Andrews, R.N.R., carrying His
Majesty's Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 25th August,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Victoria*, 6,522 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Egypt*,
due in London on the 7th October, 1906.

Parcels will be received at this Office until
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th August, 1906.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Tremont..... 9,600 T. W. Garlick. 22nd Aug.

Platades..... 3,753 F. G. Purinton. 15th Sept.

Lyra..... 4,417 G. V. Williams. 29th Sept.

Shawmut..... 9,600 E. V. Roberts. 24th Oct.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

Hongkong, 3rd August, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$9,500,000 \$250,000 \$127,735 \$150,000	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/0 9/16 = \$26.87 for 2nd half-year 1905	5 1/2 %	\$850 { London 92.10/- \$47 sales
National Bank of China, Limited	99,925	£ 7	£ 6	\$1,600,000 \$147,895	\$74,099	\$2 (London 3/6) for 1903 .....	...	\$335
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$100,000 \$100,000	\$211,540	\$20 for 1904	6 %	\$335
North China Insurance Company, Limited	10,000	£ 15	£ 5	Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000 \$100,000 \$100,000	\$2,792,271	Interim div. of \$3 for 1905	4 1/2 %	\$830 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$1,000,000 \$100,000 \$100,000	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$275 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$100,000 \$100,000	\$344,098	\$6 for 1904	6 1/2 %	\$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,220,928	\$422,618	\$25 for 1904	7 1/2 %	\$320 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$50,000 \$264,838	\$6,563	\$1 1/2 for 1905	7 1/2 %	\$21 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$50,000 \$250,000 \$600,000	Nil.	\$3 1/2 for year ended 30.6.1905	7 1/2 %	\$47
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$154,331 \$120,000 \$280,918 \$23,999	\$24,080	\$1 for 2nd half-year making \$2 for 1905 ..	7 1/2 %	\$27 1/2 buyers
Indo-China Steam Navigation Company, Limited ...	60,000	£ 10	£ 10	\$280,918 \$23,999	£ 2,452	10/- @ ex. 2/1 9/16 = \$4.69	6 1/2 %	\$71 1/2
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 400,000 Tls. 400,000	Tls. 23,156	{ Final Tls. 3 making Tls. 5 for 1905	8 1/2 %	Tls. 60 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 400,000 Tls. 400,000	Tls. 23,156	{ Final Tls. 1 1/2 making Tls. 3 1/2 for 1905	6 1/2 %	Tls. 51 sales
Shell Transport and Trading Company, Limited	1,000,000	£ 1	£ 1	£ 4,144 \$65,000	£ 707,815	1/- (Coupon No. 6) for 1905	4 %	Tls. 27.6 buyers
"Star" Ferry Company, Limited	{ 10,000 10,000	{ \$10 \$10	{ \$10 \$5	{ \$65,000 \$32,957 Tls. 98,000 Tls. 308,479 Tls. 46,000 Tls. 81,200	{ \$218 Tls. 13,913	{ \$1.50 for year ending 30.4.1906	{ 5 1/2 % 3 1/2 %	{ \$29 \$20
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 308,479 Tls. 46,000 Tls. 81,200	Tls. 13,913	Interim div. of Tls. 2 account 1906	9 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000 \$450,000 \$86,129	\$40,914	Final of \$15 making \$25 for 1905	16 1/2 %	\$150
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$132,588	\$3 for 1897 .....	...	\$21 1/2 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04 .....	...	Tls. 100 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£ 2	£ 1	{ £80,000 £26,011	£13,355	{ 1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10 sellers
Consolidated Mining Company, Limited	500,000	G \$10	G \$10	none	G \$99,050	Final of 50 cents making G \$1 for 1905 ..	7 %	G \$14 nominal
Australian Gold Mining Company, Limited	50,000	£ 1	£ 1	£ 4,873	Dr. £8,745	No. 12 of 1/- = 48 cents .....	...	17 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$50,000 \$65,160 \$30,000	\$20,040	Final of \$3 1/2 making \$6 for 1905	5 1/2 %	\$106
Whampoa Dock and Wharf Company, Ltd.	10,000	\$50	\$50	\$49,500	\$362,232	\$6 for second half-year making \$12 for 1905 ..	7 1/2 %	\$153 sellers
New Amoy Dock Company, Limited	10,000	\$50	\$50	\$188,000	\$2,221	\$1 for 1905	8 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	32,000	Tls. 100	Tls. 100	Tls. 100,000 Tls. 427,210	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6 ..	8 1/2 %	Tls. 98
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 37,655 Tls. 37,655	Tls. 57,655	Final of Tls. 8 making Tls. 14 for 1905 ..	6 %	Tls. 235 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year .....	...	Tls. 102 sales
Astor House Hotel Company, Limited (Shanghai) ..	10,000	\$25	\$25	\$14,516	\$9,028	\$2 1/2 for year ended 30.6.1905	7 1/2 %	\$33 sales
Central Stores, Limited	6,000	\$15	\$15	none	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18 sales
Do. (new issue)	24,000	\$15	\$15	none	\$4,719	7 % on \$7 for 1905 .....	...	\$158 sales
Do. (Founders)	123	\$15	\$15	none	\$4,719	None .....	...	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$648,975 \$24,071	1619	\$5 for second half-year making \$10 for 1905 ..	8 %	\$125 sellers
Hongkong Land Investment and Agency Co., Ltd.	60,000	\$100	\$100	\$24,071 \$67,839	\$67,839	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$110
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 19,783 Tls. 1,935	Tls. 1,935	Final of 6 1/2 % = 10 % for 1905	13 1/2 %	Tls. 16 sellers
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	\$4,699	Final of \$6 making \$10	10 %	\$100
Lumpeys Estate & Finance Company, Limited	100,000	\$10	\$10	\$208,385 \$50,000	\$5,070	80 cents for 1905	7 %	\$11 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$574	\$2 1/2 for 1905	6 1/2 %	\$38
Shanghai Land Investment Company, Limited	62,000	Tls. 50	Tls. 50	{ Tls. 869,493 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 110 ex d.s.
West Point Building Company, Limited	12,500	\$50	\$50	none	\$772	Interim div. of \$2 account 1906	8 %	\$50 sellers
COTTON MILLS.								
Iwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 %	Tls. 79 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$30,000	\$23,264	\$1 for the year ending 31.7.05	7 %	\$14 1/2 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898 .....	...	Tls. 64 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	10 1/2 %	Tls. 76 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,086	Tls. 25 for 1905	8 1/2 %	Tls. 300 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 1/2 %	\$90 buyers
Bell's Asbestos Eastern Agency, Limited	8,500	12/6	12/6	£814	£856	1 1/2 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	none	\$1,097	\$3 for 1905	9 1/2 %	\$33
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904 .....	...	\$104 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 289	Final of Tls. 5 making Tls. 10 for 1905 ..	16 1/2 %	Tls. 60 sales
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$1,219	60 cents for year ended 28.2.06	6 %	\$10 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1905	9 %	\$17 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$25,000	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$17 buyers
Green Island Cement Company, Limited	205,000	\$10	\$10	\$410,000 \$100,000	\$52,291	Int. div. of 75 cents for 4-year ended 30.6.06	7 1/2 %	\$27 1/2
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$20,893	\$24 for year ending 28.2.06	10 %	\$25 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,568	{ 65 cents for 10 months ending 28.2.06 ... \$15 for year ending 30.11.1904	8 %	\$15 sellers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,795	Int. div. of \$4 for 4-year ended 30.6.06 ..	6 1/2 %	\$235
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$80,000	\$3,776	Int. div. of \$4 for 4-year ended 30.6.06 ..	8 %	\$236 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$61,000	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$29
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	188	Final of 50 cents making \$1 for the year ..	11 1/2 %	\$81
Maatschappij tot Mijn-, Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,603	Tls. 19,374	{ second interim div. of Tls. 7 1/2 making Tls. 15 so far a/c yr. ended 31.10.06 ...	10 %	Tls. 222 1/2 buyers
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. 34,324	None .....	...	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 126 1/2 ex d.s.
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	12 %	Tls. 50 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 37,000 Tls. 8,000 Tls. 24,820 Tls. 35,000	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905 ..	9 1/2 %	Tls. 142 1/2 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 25,000	Tls. 1,432	Final of Tls. 3 making Tls. 5 for 1905	7 %	Tls. 72 sales
Shanghai Waterworks Company, Limited	{ 7,200 7,200 6,000	{ £20 £20 £25	{ £20 £20 £25	{ Tls. 100,000 Tls. 37,000 Tls. 4,000	{ Tls. 85,952 Dr. \$41,934 \$1,134	{ Interim div. of 15/- for 4-year 1906 ... Interim div. of 5/- for 4-year 1906 ... None	{ 8 1/2 %	{ Tls. 360 Tls. 278 \$20
South China Morning Post, Limited	20,000	\$5	\$5	none	Tls. 1,012	50 cents for year ended 31.5.05	7 1/2 %	Tls. 110
Team Laundry Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	\$8
Lientsin Waterworks Company, Limited	9,000	\$10	\$10	\$25,000	\$752	{ 70 cents for year ended 31.5.1906	{ 7 1/2 % 5 1/2 %	{ \$150 \$50
United Asbestos Oriental Agency, Limited Do. (Founders)	100	\$10	\$10	{ \$300,000 \$25,000	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 \$25,000	\$7,734	Interim div. of 50 cts. for the year 1905/6 ..	10 %	\$10 buyers
William Powell, Limited	15,000	\$10	\$10	\$4,500	\$676	...	...	...
DIVIDENDS PAYABLE								
HK, Canton & Macao Steamboat Co., Ltd.							5 1/2 %	15th August
Hongkong and Shanghai Banking Corp'n.							£1.15	18th August
Hongkong and Whampoa Dock Co., Ltd.							\$6	20th August
Astor House Hotel Co., Ltd. (Shanghai)							\$3	18th August
Shanghai & Hongkew Wharf & Godown Co.							Tls. 8	